25X1A

INFORMATION REPORT

CD NO

COUNTRY Poland/Germany (Russian Zone)

DATE DISTR 4 August 1952

25X1C SUBJECT Types of Locomotive Fuel

NO OF PAGES 3

REFERENCE ONLY

PLACE ACQUIRED

NO OF ENCLS (LISTED BELOW)

DATE OF INFO

SUPPLEMENT TO REPORT NO

25X1A
25X1X

25X1X

The following survey on the types of fuel used in locomotives on Soviet transit trains through Poland and the types of locomotives burning any of these fuels was made on the basis of available information and statements

25X1

I. Poland:

1. Polish locomotives exclusively use hardcoal, since the abundant coal resources in Polish-occupied Upper Silesia fully meet requirements. The coal is burned in crushed lumps with a maximum weight of 22 lbs, and in the form of hard coal briquettes weighing 7.7 lbs each.

2. The following types of locomotives are used by the Polish State Railroads:

a. Express train locomotives:

Type Designation of Polish Locomotives (PKP)	Type Designation of German Locomotives	Number of Axles	Operating Area and Main Engine Depots
PK1	170	1-6-0	Lodz district
PK2	1710	1-6-0	Gdansk, Szczecin district
Pt3	01	1-6-2	Poznan, Wroclaw engine depots
Pt2	03	1-6-2	Poznan, Ilawa engine depots
Pt3	03	1-6-2	Poznan engine depot
Pt36	-	1-6-2	Bydgoszcz engine depot
Pt3	39	2-8-2	Lodz, Kutno engine depots
Pt31	-	2-8-2	Piotrkow, Krakow engine depots
Pt47 (1)	-	2-8-2	Lodz engine depot

b. Passenger train locomotives:

Type Designation of Polish Locomotives (PKP)	Type Designation of German Locomotives	Number of Axles	Operating Area and Main Engine Depot
Ol2	24	2-6-0	Gdansk, Poznan, Wroclaw districts

Ok1	38	1-6-0	operates throughout Poland
Ok22	-	1-6-0	Katno, Piotrkow, Krakow engine depots
Ok11	74	2-6-2	Katowice district
Ok127	-	2-6-2	Warsaw, Wroclaw engine depots; Wroclaw district
Okol	75 (?)	1-6-4	Gniezno, Ostrow engine depots; Poznan district
Os24	-	1-8-0	Lublin district
Otl	41	2-8-2	Poznan, Wroclaw engine depots
Oke32	-	[illegible]	Krakow engine depot
Ol-49 (2)	-		

c. Freight locomotives:

Type Designation of Polish Locomotives (PKP)	Type Designation of German Locomotives	Number of Axles	Operating Area and Main Engine Depot
Tr6	56	2-8-0	Wroclaw, Poznan districts
Tr12	-	2-8-0	Krakow district
Tr20	-	2-8-0	Warsaw, Lublin districts
Tr21	-	2-8-0	Lodz district
Tr201)		2-8-0)	operate throughout
Tr202) UNRRA		2-8-0)	Poland
Tr203)		2-8-0)	
Ty1	58	2-10-0	Poznan, Katowice districts
Ty2	52	2-10-0	operates throughout Poland
Ty3	48	2-10-0	Gdansk district
Ty4	44	2-10-0	Gdansk district
Ty5	50	2-10-0	Poznan, Szczecin districts
Ty23	-	2-10-0	Katowice district
Ty27	-	2-10-0	Katowice district
Ty42	-	2-10-0	Lublin, Lodz districts
Ty43	-	2-10-0	Poznan district
Ty45 (3)	-	2-10-0	Wroclaw, Katowice districts
Ty246	-	2-10-0	coal line, Gdynia-Tydgoszcz-East Warszawice-Tarn-Gory

3. No information is available on the existence of crushers on engines with automatic fueling systems. According to available information, some very heavy types of locomotives of American origin, which have been delivered to Poland, are provided with automatic fueling systems.

II. Locomotives used in the Soviet Zone of Germany:

1. Locomotives in the Soviet Zone of Germany burn brown coal briquettes or crude brown coal almost exclusively. Hard coal resources in the Soviet Zone of Germany are inadequate. Only locomotive columns and locomotives of international express trains are supplied with hard coal. The average proportion in the consumption of different types of fuel may be illustrated by the quantities of coal consumed on 2 May 1952. On this day 1,157 tons of hard coal, 15,123 tons of brown coal, and 251 tons of coal dust were burned by locomotives.

2. As of 1 April 1952, a total of 76 coal dust burning locomotives were available in the Soviet Zone of Germany, of which, however, only 32 were serviceable, while 44 were under repair. Prior to the count made on 1 April 1952, the number of these coal dust burning locomotives had risen continuously. The interruption of this rising tendency may be due to technical difficulties experienced with coal dust burning locomotives. This assumption is supported by the high percentage of these locomotives

[redacted]

under repair [redacted] ILLEGIB
railroad auth[illegible] [redacted] [illegible] of loco-
motives to coal dust firing. [illegible], type [illegible] express train locomotives and type 44 and [illegible] freight locomotives have been converted to coal dust firing. The design of a locomotive fitted with a coal crushing device may be considered as a further development of the coal dust firing locomotive. This new locomotive automatically pulverizes and then burns, crude brown coal or broken briquettes. However, it appears that this type of locomotive is still in an experimental stage. (4)

25X1A [redacted] Comments.

(1) The [illegible] 47 locomotive is believed to be the latest Polish design. This locomotive is a two-cylinder high pressure steam engine fitted with a steel fire box and four coupled axles. The driving wheels have a diameter of 1.85 meters, the locomotives are 23.83 meters long and have a total weight of 172.6 tons. They reach a maximum speed of 90 km/h on level tracks with a load of 700 tons.

(2) The 01-49 type locomotive allegedly is a copy of a USA built engine.

(3) The [illegible]-type freight locomotive is one of the latest types of engines. It is a two-cylinder high pressure steam engine fitted with driving wheels 1.45 meters in diameter. It has a total length of 22.[illegible] meters including tender and the total weight is 160 tons. The engine reaches a maximum speed of 75 km/h.

(4) For report on the properties of brown coal, see [redacted] 25X1A

For details on the locomotive with the automatic crusher, see [redacted] 25X1A

SECRET